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INFORMATION REPORT

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Tirana area:

1. Seven kilometers outside Tirana, on the Kavaja road, a textile factory (Textile Combine) is being built and will be finished during 1951. Some machinery is already being installed. About 250 workers, under the direction of Soviet technicians, are expected to be employed here. The factory is connected by rail at Kashar with the main Tirana-Durres line.¹ 50X1-HUM
2. Four kilometers from Tirana, to the left of the Kavaja road, is a State-run sawmill, the Misto Mani. It consists of four reinforced concrete and brick buildings with corrugated iron roofs, which cover an area of about 200 x 70 meters. It employs 200 workers (men and women). The sawmill has the following departments:
 - a. Sawmill department, with two band saws and three disk saws.
 - b. Planing department.
 - c. Assembly department.
 - d. Drying-house of two levels (six cells) with central heating.
 - e. Offices.
 - f. Storerooms.
3. About two kilometers outside Tirana, still to the left of the road to Kavaja, are the Enver Hoxha workshops, the most important in Albania. They employ about 450 power lathe operators. The workshop produces spare parts (mainly pistons) and mess-tins (of very heavy metal similar to aluminum). For the most part, surplus materials are used.¹
4. Also on the Kavaja road, just out of Tirana, is the new state construction enterprise, "N. Sh. Nderresa", which will be finished in 1951.¹

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Selita:

5. The power plant of Selita is still under construction, but informant thinks it will not be in operation this year because of lack of materials and technicians.

Elbasan:

6. In Elbasan, a plant is being constructed for the Lumber Combine (Kombinat Drumj), to be finished in 1951. Machinery will not be installed until later. The plant will occupy an area of about 1,000 x 300 meters.¹

Fier:

7. Six or seven kilometers from Fier, opposite the Catholic cemetery on the Fier-Vlone road, a new cotton mill is in course of construction. The work is under the direction of an Italian engineer, Mario Guarnieri, a political convict.

Lake Malia area:

8. Near Lake Malia, a large sugar refinery is in course of construction. It will start functioning in 1952 and will have a production three times that of the refinery at Korca. It covers an area of about 400 x 200 meters. Billets, recreation facilities, and a theatre occupy an area of about 1,000 x 200 meters. The installations are modern; the machinery already installed was supplied [] as reparations. The factory proper consists of two main buildings, already completed, each measuring 50 x 20 x 12 meters, roofed with corrugated iron. The administration offices will be in a two-story building 35 x 15 meters, situated 100 meters to the east of the bridge. Open-air depots, with slanted surfaces, have already been completed.¹
9. The planting of sugar beets in the drained portions of Lake Malia will be begun this year. Lake Malia is now almost completely drained since there remain only about 60 centimeters of water in the center. This amount however cannot be completely eliminated. The draining of the lake was accomplished by means of two canals about four meters deep and 25 miles wide at the dams. One of the canals, about a kilometer long, carries the water to the Devoll River, while the other, running from the center of the lake, runs three kilometers in the direction of Korca. About 800 political internees and business men condemned to various periods of forced labor for not having paid taxes work on the project. They are encamped south of Zvesda. At night the encampment is well lighted to prevent escape.

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Korca:

10. In Korca a brewery [] is now operating. The quality of the product is poor.

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Shkoder:

11. The Shkoder cement works are in operation. Production however is not sufficient and the quality is very poor. At present, Albania imports four or five varieties of Bulgarian and Rumanian cement.

Durres:

12. A tannery is located about six kilometers from Durres, towards Porta Romana.

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13. On 8 March 1951, in the small shipyard of Durres, situated about one kilometer south of the city, a wooden motorship of about 900 tons was to have been launched. The launching was delayed due to bad weather. This is the first Albanian attempt to build a ship. Enlarging of the shipyard is planned.
14. In the area west of the shipyard are about 1,000 cases of various sizes containing German machinery destined to various industries now in the course of construction.

Gjinokaster:

15. Three kilometers and a half from Gjinokaster, on the left going towards Tepelena, a modern civilian hospital has been built. The work, started three years ago, was finished at the end of 1950. The hospital is now being equipped, and will have about 200 beds.

Railroads:

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16. Durres-Tirana: At Kashara there is a cut-off to the Textile Combine.
17. Durres-Peqin-Elbasan: This line follows almost the same course as the road. South of elevation 555 is a tunnel (the train requires about 15 minutes to traverse it). At Elbasan a junction line is being constructed which will connect the Druml Combine with the main line.

18. The trains make one round-trip a day between Tirana and Elbasan. They leave at 0700 hours from Tirana, arriving at Durres at 0830 hours and at Elbasan at 1300 hours. They leave Elbasan at about 1330 hours and arrive at Tirana at about 1900 hours. Locomotives and cars are of [] and Yugoslav construction. In the last two years large quantities of used rails have arrived from the USSR for use on the Peqin-Elbasan line.

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